

## Works Report No. W39/15

**Subject:** Bicycle Route Planning  
**Folder No:** F2010/00077  
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### Introduction

The Council currently has an adopted Bicycle Plan for the City of Randwick. A component of the endorsed plan was the establishment of a north / south route generally utilising the central island of Anzac Parade; from La Perouse to Centennial Park. This route was envisaged to be located in the central median island of Anzac Parade, from Little Bay to Kingsford. Further north, however, given the width constraints (and, now, the introduction of the light rail service), it was recognised that there was no road space available to continue an Anzac Parade bike path. Accordingly, between Kingsford and Centennial Park, the route must be diverted to utilise the parallel side streets of Houston Road and Doncaster Avenue.

Roads and Maritime Services (RMS) has informed the Council that they will consider initial funding for the most southerly component of the Anzac Parade route (from Bunnerong Road to Little Bay Road), as this forms part of the Sydney strategic network as outlined in Sydney's Cycling Future. In addition, RMS has also offered funding for the design two of the east/west routes connecting to the light rail termini at Kingsford and at Randwick.

This report details the proposed routes and makes recommendations as to their implementation.

### Issues

A key component of the NSW Government's Transport Master Plan is the 'Sydney's Cycling Future' strategy. The government's strategy is consistent with our 20 year City Plan objective of 'the implementation of a network of safe and convenient walking paths and cycleways linking major land uses and recreational opportunities'.

The Council's adopted Bicycle Route Construction Priority list and the NSW Government's 'Sydney's Cycling Future' strategy have each identified the need for a safe north-south route for bicycle riders to travel from La Perouse to Kensington (and then to/from the Sydney CBD).

#### Sydney's Cycling Future

The government states that its "Sydney's Cycling Future" strategy presents a new direction in the way bike rider facilities are planned, prioritised and provided for in Sydney. *"This supports the change in culture being seen in Sydney with more people choosing to ride a bike for transport."* They advise that their future focus is on the 70 per cent of NSW residents who tell them that they would like to ride a bike more for everyday transport – and would do so if cycling was made a safer and more convenient option for them.

The government also states that they will make bicycle riding a feasible transport option by:

- investing in separated cycleways and providing connected bicycle networks to major centres and transport interchanges;
- promoting better use of our existing network; and

- engaging with our partners across government, councils, developers and bicycle users.

Furthermore, they indicate that they will focus on solutions that provide safe separation from motor vehicles and pedestrians wherever possible. They will prioritise their investment on projects that have the greatest potential to get the most people to shift their short transport trips to a bicycle:

*"We will prioritise bicycle infrastructure investment to ensure the projects that will have the biggest impact on encouraging more people to ride a bike are completed first.... We will invest in state priority corridors to safely link inner Sydney customers to Sydney's CBD from the north, east, south and west.... We will work with councils to connect networks within five kilometre catchments of Sydney's other major centres."*

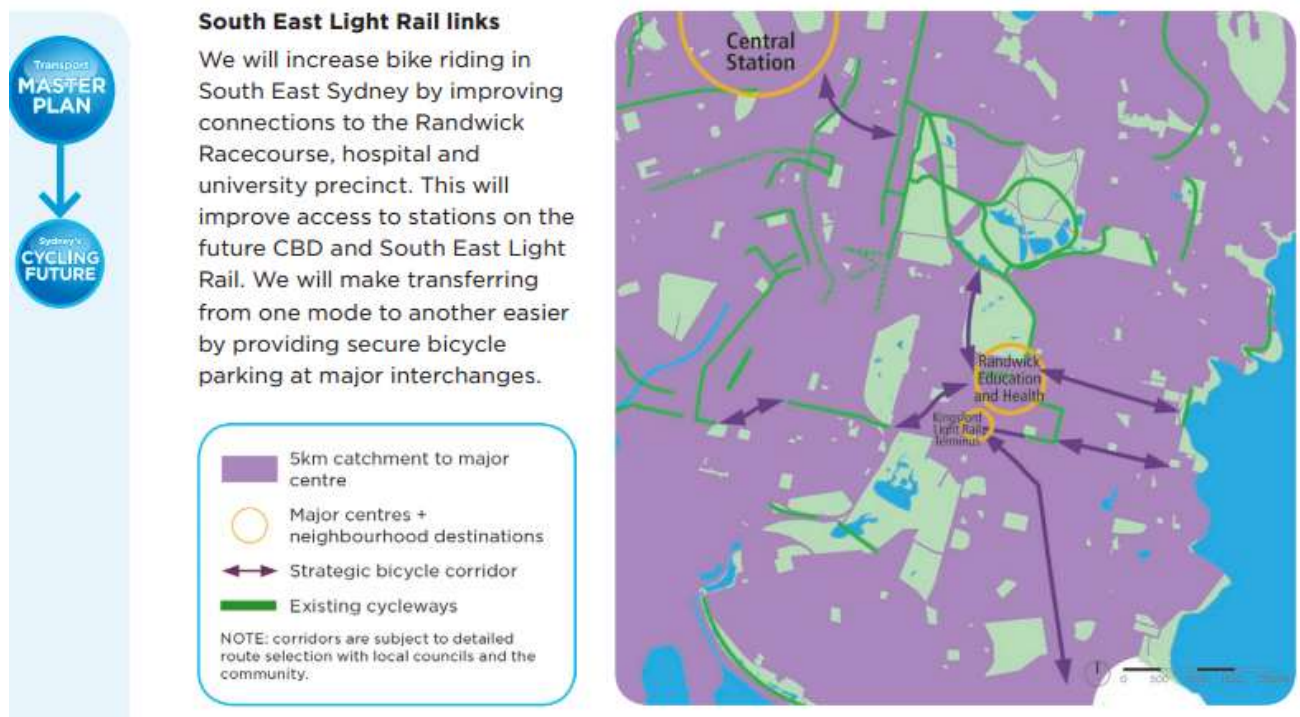


Fig 1: Extract from 'Sydney's Cycling Future'

### Randwick Council Bike Plan

In 2008 the Council undertook significant consultation regarding a review of our bicycle routes. This review identified the need for three strong north/south routes extending through the Randwick LGA. One of these is completed (the "Easterly Route" - 'Malabar Road etc'), one is being progressively implemented (the "Westerly Route" - 'Dangar St to Wassell St etc') and the third north/south spine (the "Central Route") is only partially implemented.

Between La Perouse and Kingsford it was identified that the Central Route would be located within the centre island of Anzac Parade. However, it was recognised that the route through Kingsford and Kensington was problematic given the traffic volumes and limited space available. Also, this northern part of the Anzac Parade route will soon be constrained even further with the introduction of the light rail service.

The streets most frequently utilised by bike riders, as an alternative to Anzac Parade, are Houston Road, Day Avenue and Doncaster Avenue. Surveys indicate that some 300 riders currently travel along Doncaster Avenue each morning peak period.

2015 Review of Bike Plan Priorities

In February 2015 The Council resolved (Matson/Andrews) inter alia, that:

1. the Council undertake community consultation with regard to a review of the bicycle route construction priority list;
2. the results of this consultation be reported back to the Council;

A six week community consultation process was undertaken giving participants the opportunity to comment on the Council's proposed priorities for the construction of new cycle routes. The consultation process involved an online survey and an interactive online map where participants could 'drop a pin' to provide comments for a specific location. More than 350 participants filled out the online survey and contributors dropped 193 comments on the map.

The majority of participants (70%) stated that they agreed with Council's proposed construction priority list.

Based on the feedback from the consultation process and taking into account the construction timetable for the light rail project, the following new construction priority list is recommended:

Priority	Name	Description / Rationale
1	Anzac Bikeway - North	Doncaster Avenue, Day Avenue (completed), Houston Road, General Bridges Circuit (to be confirmed with Botany City Council), Sturt Street to Anzac Parade median.  <i>To provide a protected bike lane along one of the Council's busiest and most supported bike routes.</i>
2	Anzac Bikeway - Mid "A"	Anzac Parade median island, bike and pedestrian paths between Fitzgerald Avenue and Sturt Street.  <i>To extend a protected bike lane along one of the Council's busiest bike routes and provide north south bike access to the Kingsford light rail terminus.</i>
3	Todman Avenue and Lenthall Street	<i>To provide a protected bike lane between the densely populated 'Green Square' area and the light rail stop at Todman Avenue - providing prospective Green Square area light rail passengers an alternative to driving to the light rail stop.</i>
4	South Coogee to Kingsford	Bundock Street, Sturt Street.  <i>To provide a bicycle link between South Coogee and the Kingsford light rail terminus - providing prospective light rail passengers an alternative to driving to the light rail stop.</i>

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Priority	Name	Description / Rationale
5	Coogee to Randwick and UNSW	Dolphin Street, Judge Street, Coogee Bay Road, High Street  <i>To provide a bike link from Coogee to the Randwick light rail terminus and to UNSW etc. – providing prospective light rail passengers an alternative to driving to the light rail stop.</i>
6	Anzac Bikeway – Mid “B”	Anzac Parade median island, bike and pedestrian paths between Bunnerong Road and Fitzgerald Avenue.  <i>To extend a protected bike lane along the centre of the Council’s “Grand Boulevard” and provide an extension of the north south bike access to the Kingsford light rail terminus.</i>
7	Centennial Park - Gordons Bay	From Gordons Bay via Clovelly Road, Burnie Street, Winchester Road, Brandon Street, Knox Street, Varna Street, Leichhardt Street, MacPherson Street (to be confirmed with Waverley Council) to Darley Road thence Queens Park and Centennial Park  <i>To provide a bicycle link between Centennial Park and Gordons Bay.</i>
8	Irvine St, Royal St & Paine St	This is the second section of the Centennial Park - Kensington - Yarra Bay route.  <i>This section provides a bike link between the Anzac Parade bike path and Heffron Park.</i>
9	Coogee Beach to ‘the Spot’	From Coogee Beach via Carr Street to St Pauls at The Spot  <i>Provides a bicycle link between The Spot and Coogee Beach linking to Randwick light rail terminus.</i>
10	Hillsdale – Maroubra Beach	Donovan Avenue, O’Sullivan Avenue, Haig Street, Mons Avenue  <i>Provides an east/west bike link between Eastgardens / Hillsdale and Maroubra Beach- including a link to the Anzac Parade bike route.</i>
11	Clovelly Road	<i>Proposes to provide a protected bike lane between Centennial Park and Clovelly Beach.</i>

It will be recommended that the above construction priority listing be generally used as a guide for the implementation of bike routes in Randwick LGA. This priority may alter if offers of funding are received from other sources (e.g. RMS, Transport for NSW etc.)

#### Types of Bike Lanes

Randwick Council has been progressively implementing the adopted bike plan. This includes the previously mentioned north/south routes. These have, in the past,

generally been created through the introduction of painted bike logos, painted 'bike/parking' lanes and with some signage. However, with recent developments in the provision of facilities for bike routes in Australia, it has been generally realised that physically separated facilities should be installed on busier routes within urban areas.

These separated facilities are also known as protected bike lanes. Protected bike lanes provide a physical separation of bike riders from motor vehicles on a road. The physical separation makes the bike lane more appropriate for a wider range of people who want to ride their bikes than simply a painted bike lane. Roads with traffic speeds above 40km/h and carrying more than 3000 vehicles per day are considered as being intimidating for many potential bike riders, unless a separate space is provided for them to ride. In addition, protected bike lanes reduce significantly the likelihood of a bike rider being struck by the opening of a car door. Many potential riders do not have the confidence or traffic skills to ride on busier roads shared with motor vehicles.

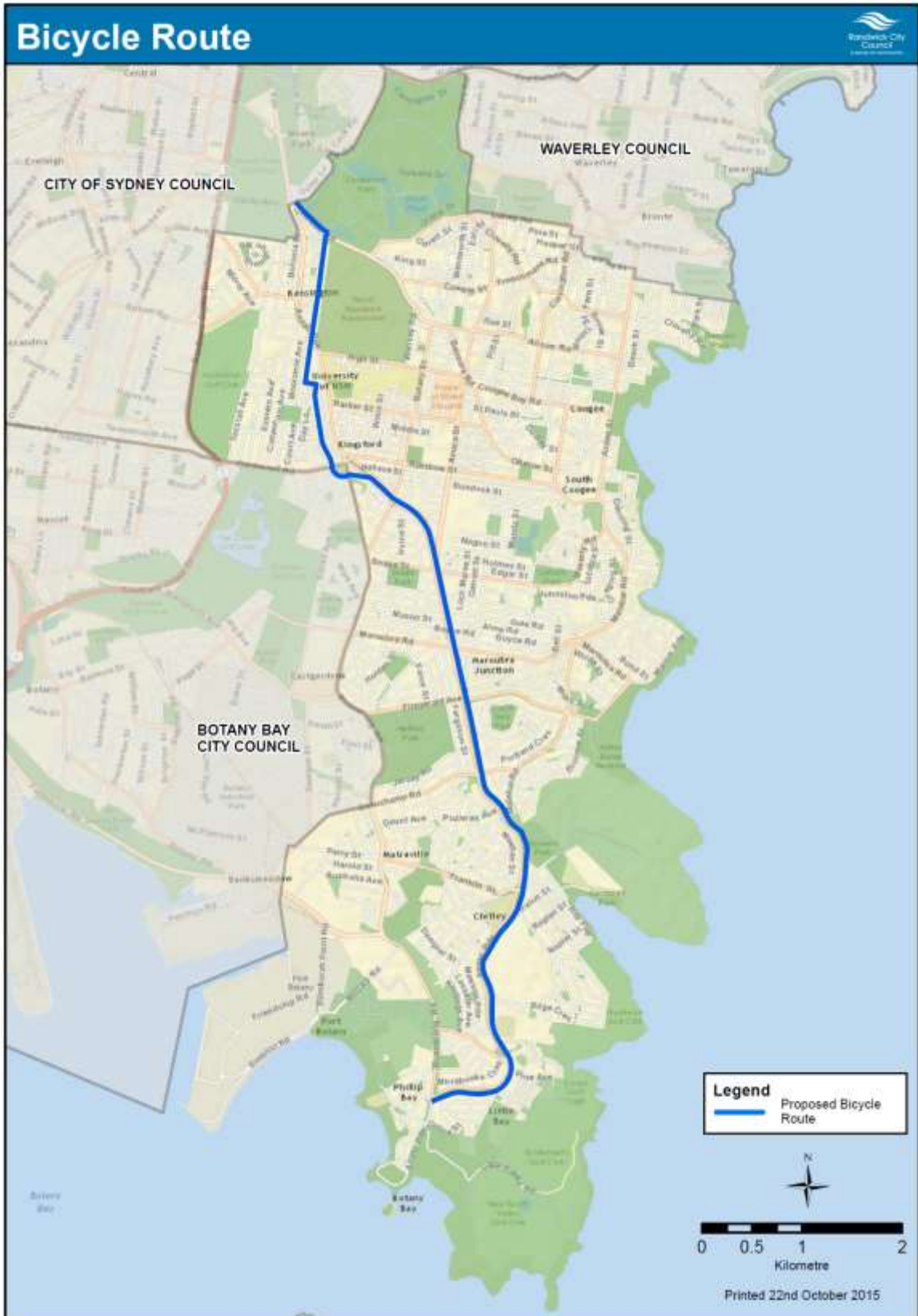
Randwick Council recently implemented a protected bike lane in Day Avenue, between Anzac Parade and Doncaster Avenue. This was implemented without any problems and is being well utilised.

#### The 'Anzac Parade' walking and bike riding route

Anzac Parade is a pivotal strategic corridor in Randwick. It is a major thoroughfare that connects, feeds, sustains and contributes to the character of our community. The Anzac Parade walking and bike riding route would be an effective transport route into the city connecting and running past Little Bay, Malabar, Maroubra Junction, Kingsford and Kensington centres. It would also provide direct links to a number of schools.

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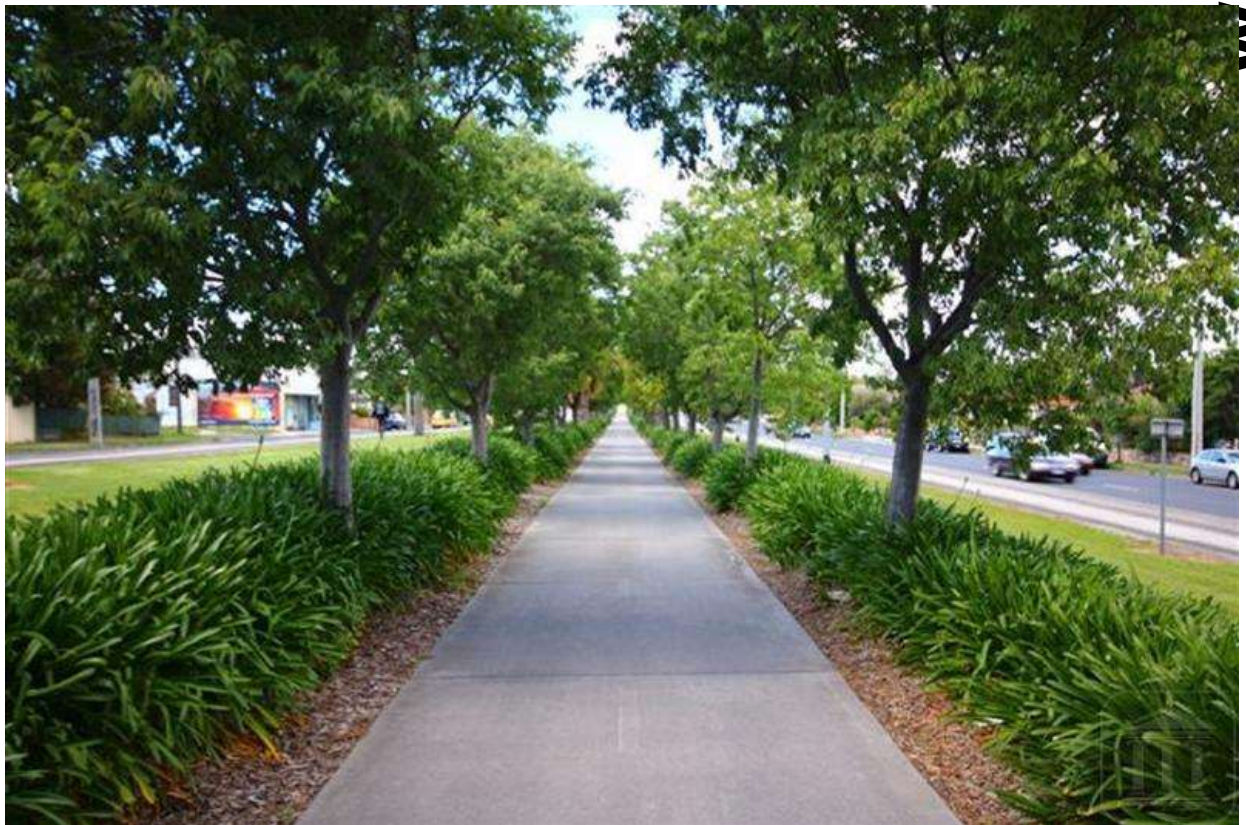
The whole route consists of two types of bike path. The majority of this route would be provided within the very wide Anzac Parade median island and the remainder would use some local streets.



- The Anzac Parade median island facility for walkers and riders

Following previous offers of funding from RMS, some early concept designs have been prepared for Anzac Parade median island walking and bike riding paths.

This median island part of the route extends for more than 7.5 kilometres from Little Bay to Kingsford. Within the median island this facility would consist of two separated paths – one for people who are walking, jogging or running; and one for people who are riding a bicycle. It would be a high quality, physically separated facility with path users having priority at most cross roads along the route. The following image shows such a facility in Melbourne which is installed on a road with similar characteristics to Anzac Parade. This could perhaps be the style of facility which could be envisaged for installation along Anzac Parade:



*Possible style of Anzac Parade's proposed median island facility showing a single path only (St Georges Road, Northcote, Melbourne)*

It should be noted that, given that the NSW Long Term Transport Master Plan has nominated Anzac Parade (between Kingsford and Maroubra or Malabar) as a strategic transit network corridor, our early concept plans have taken into account a possible extension of the currently proposed light rail lines. Our concept plans have also taken into account early designs of a possible carpark adjacent to St Spyridon's College (south of Beauchamp Road).

- The local street protected bike lane facilities

From Kingsford north the facility would consist of a protected bike lane. Protected bike lanes are provided by narrowing the effective roadway and installing a length of kerb, separating a two-way bike lane from traffic. Generally protected bike lanes have minimal effect upon the amount of parking in the street. The proposed protected bike lanes would have a similar configuration to the City of Sydney's George Street, Waterloo, treatments (see images below).

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View from traffic lanes



View from alongside the footpath



### Proposed style of local streets option for Kingsford / Kensington



General arrangement; 2-way protected bike lane in typical 12.8 metre wide road

Protected bike lanes are proposed to link from Anzac Parade, via Sturt Street (westerly), General Bridges Crescent (following consultation with Botany Bay City Council), Houston Road, Day Avenue (existing) and Doncaster Avenue, to Alison Road, opposite Centennial Park. It should be noted that, in general, these roads would likely retain the same number of parking spaces and the existing parking layout. This is achieved by narrowing slightly the travelled part of the road, in order to install the protected bike lane. Where such facilities have been introduced commuter periods are also the peak cycling times, indicating that the protected bike lanes are being used as viable, alternate, get-to-work transport options.

Such a route would attract current and potential commuter cyclists and would likely become a major Sydney recreational bike route; from the family friendly Centennial Park to the La Perouse tourist destination. Given the significant pressure on other Sydney arterial roads it is unlikely that a similar "grand cycling boulevard" could be created elsewhere within the metropolitan area.

#### East/West linkages for bicycle riders to access the light rail termini

As detailed in the construction priority list, there are also east/west bike links proposed to both the Kingsford and the Randwick termini. The link to the Kingsford terminus is proposed along Bundock Street (from South Coogee), across Avoca Street, then westerly along Sturt Street to the terminus. The link to the Randwick terminus will extend from the Coogee Beach area to the High Street terminus; there is also proposed to be a link from the terminus to UNSW. Where possible it would be proposed that these links be designed as protected bike lanes.

Each of these new cycle routes will be planned to:

- provide a high-quality commuter corridor that provides a safe, fast and direct cyclist access to the termini
- improve cycling connectivity and accessibility for all user groups
- provide cycle infrastructure to encourage active transport such as cycling and walking
- help to ease congestion on roads, reduce parking pressure and reduce carbon emissions.

#### Roads and Maritime Services (RMS) Funding

The government's "Sydney's Cycling Future" strategy identifies a Priority Cycleways program which has the aim of improving cycling access on major routes within 5km of major centres. Up to 100 per cent NSW Government capital funding is available to bicycle infrastructure projects that are identified in the NSW Government plan as a Priority Cycleway (eg. Sydney's Cycling Future). Accordingly, RMS has offered

Randwick City Council funding to assist with numerous bike facilities in the Randwick council area. RMS has offered funding for the Council to undertake the following:

- Detailed design of the Sturt Street, General Bridges Crescent, Houston Road, Doncaster Avenue route.
- Detailed design of the link to the Kingsford terminus proposed along Bundock Street then westerly along Sturt Street to the terminus
- Detailed design of the link to the Randwick terminus from the Coogee Beach area, past the High Street terminus and through to UNSW

### **Relationship to City Plan**

The relationship with the City Plan is as follows:

Outcome 9: Integrated and Accessible Transport.

Direction 9a: A network of safe and convenient walking paths and cycleways linking major land uses and recreational opportunities.

### **Financial impact statement**

Roads and Maritimes Services have offered full funding as detailed previously in this report. Council's costs for these projects would basically be only the contract management of the consultants and of the contractors involved in plan preparation and construction. The acceptance of the RMS offer of funding, for the projects near to the light rail, will result in the Council not having to fund these bike linkages itself.

### **Conclusion**

In conclusion it is considered that the Council should undertake the bike facility designs and the construction proposed to be funded by Roads and Maritime Services. An improved cycling network in the local area would have the following benefits:

- reduced congestion
- improved health
- greater liveability
- reduced parking pressure
- a cheaper way for people to get around
- a safer cycling network.

### **Recommendation**

That the Council:

1. accept the offer of funding from Roads and Maritime Services to undertake the following with regard to bike facilities in the Randwick council area:
  - a. Detailed design of the Sturt Street, General Bridges Crescent, Houston Road, Doncaster Avenue bike route;
  - b. Detailed design of the bike route proposed along Bundock Street then westerly along Sturt Street to the Kingsford terminus;
  - c. Detailed design of the bike route from the Coogee Beach area, past the High Street Randwick terminus and through to UNSW; and
2. Consult with Botany Bay City Council with regard to the proposed improvements to bicycle facilities proposed in General Bridges Crescent; and
3. Note that the construction priority listing detailed within this report will be

generally used as a guide for the implementation of bike routes in Randwick LGA (this priority may alter, especially if offers of funding are received from other sources such as RMS, Transport for NSW etc..)

**Attachment/s:**

Nil

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